

RAB Minutes

NAS North Island

Restoration Advisory Board

CTO-057

Subject: RESTORATION ADVISORY BOARD MEETING MINUTES

Thursday, November 9, 1995

The twentieth Restoration Advisory Board (RAB) meeting for Naval Air Station (NAS) North Island was held on Thursday, November 9, 1995 in the Winn Room at the Coronado Public Library from 8:00 p.m. to 8:45 p.m.

Ms. Marron, Community Co-Chair for the NAS North Island RAB, called the meeting to order at 8:00 p.m. Ms. Marron began the meeting with a brief outline of the evening's key topics: the selection and announcement of new RAB members; an update on Phase II of the Shoreline Slag Emergency Removal Action at Site 10; an update on the Site 1 Action Memorandum; and an update on the Site 2 Removal Action. In the interest of time, the comments on the Sites 4, 6, and 10 Visitor's Day was tabled until the next RAB meeting.

Approval of Meeting Minutes from the October 18, 1995 RAB Meeting

- The October 18, 1995 RAB meeting minutes were accepted and approved.

Selection and Announcement of new RAB members

Ms. Marron announced that two individuals applied for RAB membership: Dr. Z Kripke and Mr. Richard Dittbenner. Dr. Kripke and Mr. Dittbenner were unanimously accepted as members to the RAB.

Update on Phase II of the Shoreline Slag Emergency Removal Action at Site 10

Mr. Mike Magee, Installation Restoration (IR) Program Manager for NAS North Island, provided an update on Phase II of the Shoreline Slag Emergency Removal Action at the Defense Reutilization and Marketing Office - Site 10 (DRMO).

- Mr. Magee began his update with a brief review of the events which led to the implementation of an emergency removal action at Site 10. The decision to conduct an emergency removal action was prompted by the discovery of slag waste present along the shoreline of the site. Mr. Magee reminded those present that the purpose of Phase I of the removal action was to remove the slag from the

shoreline and place it into temporary storage. Approximately 1.5 million pounds of slag waste were removed from the shoreline of Site 10 and placed into 58 20-cubic-yard rolloff bins. Due to the weight requirements associated with hauling contaminated wastes, two extra rolloff bins are on hand in case the Navy needs to shift the waste to another bin.

- Mr. Magee stated that the Navy evaluated the option of on-site treatment of the slag. The Navy decided, however, that on-site treatment was not a viable option because the proposed metal stabilization would have increased the volume of lead and copper in the slag resulting in more truck trips to remove the waste. The treatment and disposal of the slag will be done at Envirocare in Utah.
- In response to a RAB member question, Mr. Magee explained the verification sampling process used at the site. Verification sampling was conducted on October 6 to assure that the slag had not been disposed of or migrated upward along the shoreline. The sampling results, received on October 19, showed that the area is well below the regulatory requirements for lead and copper, and that the slag is not migrating upward. Sampling conducted by DTSC also showed levels lower than the regulatory requirements.
- In response to a request made by DTSC, the Navy will conduct further sampling at the site. Further studies will be done by the contractor associated with the ongoing investigations of the Shoreline Sediments (Site 1). The purpose of the additional studies is to delineate the extent of contamination of any slag that still remains in the shoreline and embankment area of Site 10. The Navy also plans to do additional field work at the site. DTSC has given the Navy a December 31, 1995 deadline for the completion of the additional sampling and the fieldwork.
- On October 30, 1995, the contractor was mobilized for the Phase II work. The purpose of Phase II is: to manifest the rolloff bins; to procure a licensed trucker who is in full compliance with the Department of Transportation's regulations for hauling hazardous waste; and to transport the roll-off bins from San Diego to the low-level final disposal facility in Clive, Utah for final treatment and disposal.
- On November 1, 1995, the Navy submitted the plan for the transportation of the 58 rolloff bins to DTSC. DTSC approved the plan on November 3, 1995. The shipment of the rolloff bins began on November 3, 1995; ten trucks have been sent to Utah. The Navy plans to send two to three rolloff bins to Utah per day.
- Mr. Magee added that follow-up activities will be conducted at the site in conjunction with the future work planned for Site 10.
- In response to a question posed by a member of the public, Mr. Magee stated that the trucks will be using one of the four designated truck routes through Coronado. The safest path will be used for the transport of the trucks out of Coronado. The

outbound route is: out of Gate 2; continue off base down First Avenue; turn right on Orange; turn left on Fourth, and exit Coronado via the Coronado bridge.

Update on the Site 1 Action Memorandum

Mr. Bill Collins, NAS North Island Team Leader for the Naval Facilities Engineering Command, Southwest Division (SWDIV), provided a brief update on the Action Memorandum for Shoreline Sediments (Site 1). Mr. Collins stated that the deadline for submitting comments on the Action Memorandum is November 30, 1995.

- Mr. Collins explained that the project planned for Site 1 will be done in conjunction with, but separate from, the aircraft carrier project being implemented in the area of Site 1. The Navy would like to take advantage of the aircraft carrier project to accomplish its goal at Site 1. The Navy's goal is to remove the risk that might be connected to past hazardous waste discharge practices at the site.
- Mr. Collins briefly explained the details of the aircraft carrier project. He stated that the project involves the construction of a rock wall or dam. The project also involves the dredging of the soil in the area to be used as a turning basin. The dredged soil will be pumped behind the rock wall and will form a large dirt landfill. The dredged material will cover a portion of Site 1.
- Mr. Collins explained the benefits of completing this portion of the Site 1 project in conjunction with the aircraft carrier project: the Navy was able to conserve money and expedite the cleanup of Site 1.
- Mr. Collins explained future projects planned for Site 1. He stated that the Navy hopes to take advantage of the work associated with the aircraft carrier project, and blanket the site with up to 40 feet of material and cover it with asphalt. This type of cover will prevent any potential for future human contact with the site.
- Mr. Collins concluded his presentation by urging all present to review the Action Memorandum for Site 1. The document is available in the information repositories located at both the Coronado Public Library and the NAS North Island Station Library.

Update on the Site 2 Non-Time Critical Removal Action

Ms. Kim Wheeler, Remedial Project Manager with SWDIV, provided an update on the non-time critical removal action planned for the Old Spanish Bight Landfill (Site 2).

- Ms. Wheeler explained that a removal action is going to be implemented at a portion of Site 2 called the landfill cut where incinerator ash is exposed. The chemicals of concern at the site are arsenic and lead.

- Ms. Wheeler reviewed the activities that have been conducted for Site 2: a value engineering workshop, an Engineering Evaluation And Cost Analysis, and the Action Memorandum which is currently available for public review and comment. The public review and comment period for the document ends on November 27, 1995.
- Ms. Wheeler briefly reviewed the work planned for Site 2. The goal of the removal action is to contain the face of the exposed ash to prevent future water runoff problems.
- Ms. Wheeler stated that pending receipt of comments on the document, it is anticipated that fieldwork will begin in early December. The current project plan is to be out in the field for four weeks and complete fieldwork before December 25, 1995.
- Ms. Wheeler noted that due to the concern voiced about transporting contaminated soil through the streets of Coronado, she has asked OHM (the contractor working on Site 2) to rewrite the workplan so that no hazardous waste will be transported off-site. The soil will remain on-site as a backfill with a cap over it. The cap, being implemented in accordance with the Regional Water Quality Control Board's requirements for a landfill cap, is part of the EPA's presumptive remedy for the site.
- Ms. Wheeler also provided information on the amount of trucks and additional passenger vehicles that will be entering Coronado in December during the fieldwork. Seven additional passenger vehicles will be coming into Coronado each day in the month of December. A total of ten commercial trucks will be importing clean clay soil through Coronado and to Site 2.

General and Closing Questions and Answers/Comments

- Mr. Collins provided copies of the updated document review status sheet.

Ms. Marron adjourned the meeting at 8:45 p.m.